

August 16.

## THREE TRIPS FROM BOSTON.

### Some of Arrivals at This Port This Morning.

The arrivals at this port this morning with fish are confined to sch. Alice, via Boston with 85,000 pounds of fresh mixed fish, sch. Agnes, via Boston with 20,000 pounds of fresh fish and 6000 pounds of salt cod, and sch. Mooween, via Boston, with 3000 pounds of salt cod.

Several of the little seining steamers which were out arrived without taking any fish. A number of the shackers which have been out some time are now due and should arrive most any time.

The arrivals and receipts in detail are:

#### Today's Arrivals and Receipts.

Sch. Alice, via Boston 85,000 lbs. fresh fish.

Sch. Mooween, via Boston, 3000 lbs. salt cod.

Sch. Eva, Avina, via Boston.

Sch. Agnes, via Boston, 20,000 lbs. fresh fish, 6000 lbs. salt fish.

Sch. Ignatius Enos, via Boston.

Steamer Jopplate, shore.

Steamer Philomena, shore.

Sch. Rose Standish, shore.

Sch. A. C. Newhall, shore.

Sch. Mary Emerson, shore.

#### Vessels Sailed.

Sch. N. A. Rowe, swordfishing.

Sch. Romance, shacking.

#### Today's Fish Market.

Fresh halibut, 8 cts. per lb, for gray, heads off.

Handline Georges cod, large, \$4 per cwt.; medium, \$3.37½.

Trawl Georges cod, large, \$3.75 per cwt.; medium, \$3.25.

Trawl bank cod, large, \$3.35 per cwt.; medium, \$3.

Drift Georges cod, large, \$3.75 per cwt.; medium, \$3.37½.

Outside sales of Bench cod, \$3.75 for large and \$3.50 for medium.

Salt cusk, large, \$2.50 per cwt.; medium, \$2.

Salt haddock, \$1.25 per cwt.

Salt hake, \$1.25 per cwt.

Salt pollock, \$1.25 per cwt.

Dory handline cod, large, \$3.75 per cwt.; medium, \$3.37 1-2.

Splitting prices for fresh fish:

Western cod, large, \$2.25 per cwt.; medium, \$1.75.

Eastern cod, large, \$1.90 per cwt.; medium, \$1.55; snappers, 60 cts.

Western Bank cod, large \$2.12 1-2 per cwt.; medium, \$1.65.

Cusk, large, \$1.60 per cwt.; medium, \$1.20; snappers, 50 cts.

Haddock, \$1 per cwt.; hake, \$1.05 per cwt.; dressed pollock, 75 cts. per cwt.; round pollock, 70 cts. per cwt.

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#### SCH. MOOWEEN STOCKED \$4325.

Landed Fine Halibut Fare from Green Bank at Boston.

Sch. Mooween, Capt. Daniel McDonald, which was at Boston yesterday had a fine fare of 72,000 pounds of halibut and 3000 pounds of cod, which realized a stock of \$4325, which is the best made in the halibut fishery for some months.

Capt. McDonald said he fished on Green Bank, which at one time was a noted fishing ground and especially in winter. But the large number of vessels that fished there for several years despoiled it, so that the vessels were forced to leave and look for a new field of operations.

This season several good trips have been brought in from there and it looks now as if the halibut were returning to their old time haunts.

The vessels, however, have not been going so far from home this summer in search of halibut, and the trips brought in from the nearer grounds have been the best in several years.

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## T WHARF MARKET OVERSTOCKED.

### Overplus Will Come to Gloucester For the Splitters.

Quite a fleet of vessels are at Boston today and receipts more than equal demand. Prices of haddock and some other ground fish have further declined, while cod remains firm.

The catch of haddock at this time is larger than usual, so that the market is stocked beyond expectations.

A number of the vessels in today are from off shore, and their fares of mixed fish are larger than expected, so that a portion of their catch will doubtless be taken to Gloucester for the splitters.

Sch. Alice M. Gurthie, which has been out only four days, is in today with a large fare, mostly of haddock. The fares and prices in detail are:

#### Boston Arrivals.

Sloop Rara Avis, 500 cod.

Sch. Alice M. Gurthie, 55,000 haddock, 4000 cod, 5000 hake.

Sch. Regina, 40,000 haddock, 5000 cod, 5000 hake.

Sch. Eva Mildred, 105 swordfish.

Sch. Julietta, 50 swordfish.

Sch. Edith Silveria, 45,000 haddock, 30,000 cod, 1000 hake.

Sch. Laura Enos, 5000 pollock.

Sch. Morning Star, 3000 pollock.

Sch. Geraldine, 2000 haddock, 3000 pollock, 1 swordfish.

Sch. Elva L. Spurling, 18,000 haddock, 9000 cod, 6000 hake, 5000 pollock.

Sch. Frances E. Silva, 7000 haddock, 6000 cod, 1000 hake, 3000 pollock.

Sch. Philip P. Manta, 6000 haddock, 25,000 cod, 5000 hake.

Sch. Rebecca, 1000 haddock, 35,000 cod.

Sch. Mary C. Santos, 10,000 haddock, 40,000 cod, 3000 pollock.

Sch. Fannie Belle Atwood, 38,000 haddock, 24,000 cod, 6000 hake.

Sch. Seaconnet, 23,000 haddock, 2000 cod, 10,000 hake.

Sch. Georgianna, 30,000 haddock, 21,000 cod.

Sch. Mary Silveria, 7000 haddock, 22,000 cod, 2000 pollock.

Sch. Helen B. Thomas, 27,000 haddock, 9000 cod, 3000 hake.

Sch. Emily Sears, 20,000 pollock.

Haddock, \$1.35 to \$2.25 per cwt.; large cod, \$3.25 to \$3.50; market cod, \$2 to \$2.80; hake, \$3 to \$3.75; pollock, \$2; swordfish, 10c to 10½c per lb.

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## LATE CATCHES OF MACKEREL.

### Some Being Landed at Provincetown and Newport.

A few mackerel are being taken by the late fleet now on the New England coast, sch. Indiana, which sailed from here Monday, being reported as landing 40 barrels of large fish at Provincetown, while the boat Freedom is reported at Newport with 1700 mackerel and one swordfish, sloop Alice with 1600 bullseye mackerel and sloop Catspaw with 1200.

The sch. Nellie Dixon is the other vessel out and sch. Etta Mildred and steamer Bessie M. Dugan also seiners were in here last night and sailed today.

No news of a favorable character has been received from the vessels which went to North Bay and is not likely to be for some time.

Sch. Monarch is fitting out again and sailed for North Bay this forenoon.

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## T WHARF HAS GLUT OF FISH.

### Many Vessels With Good Trips There Today.

Boston has another big glut of fish today for a large fleet have arrived since yesterday and many of them have good trips.

Prices as the last two days are off several points from those of last week. This week will not see such a glut again, as most of the market fishermen have been in since Monday. The fares and prices in detail are:

#### Boston Arrivals.

Sch. Mary DeCosta, 50,000 haddock, 25,000 cod, 2000 pollock.

Sch. Joseph P. Johnson, 2000 haddock, 14,000 cod, 10,000 hake.

Sch. Josephine DeCosta, 5000 haddock, 10,000 cod, 9000 hake.

Sch. Gertrude, 14,000 haddock, 15,000 cod, 2000 hake.

Sch. William A. Ward, 30,000 haddock, 20,000 cod, 10,000 hake.

Sch. Matchless, 14,000 haddock, 32,000 cod.

Nettie Franklin, 7000 haddock, 10,000 cod.

Sch. Harvester, 10,000 haddock, 14,000 cod, 2000 hake.

Sch. Diana, 2000 cod, 6000 pollock.

Sch. Olivia Sears, 5000 pollock.

Sch. Georgianna, 10,000 pollock.

Sch. Thomas Brundage, 5000 haddock, 28,000 cod.

Sch. Esther Gray, 62 swordfish.

Sch. Leo, 11,000 haddock, 9000 cod.

Sch. Catherine and Ellen, 35,000 haddock, 25,000 cod, 3000 hake.

Sch. Genesta, 20,000 haddock, 6000 cod, 10,000 hake.

Sch. Flavilla, 4000 haddock, 10,000 cod, 15,000 hake.

Sch. Annie Perry, 30,000 haddock, 22,000 cod.

Sch. Harmony, 10,000 haddock, 20,000 cod.

Sch. Jessie Costa, 10,000 haddock, 25,000 cod.

Sch. Athena, 14,000 haddock, 20,000 cod.

Sloop Priscilla, 22 swordfish.

Sch. Robert and Arthur, 25,000 haddock, 5000 cod, 1000 hake.

Sch. Mary B. Costa, 5000 haddock, 25,000 cod.

Sch. Washakie, 35,000 haddock, 16,000 cod.

Sch. Gladys and Nellie, 33,000 haddock, 6000 cod, 9000 hake.

Sch. Ethel B. Penney, 2,000 haddock, 28,000 cod.

Sch. Theresa and Alice, 27,000 haddock, 2000 cod, 4000 hake.

Sch. Warren M. Goodspeed, 22,000 haddock, 18,000 cod.

Haddock, \$1.25 to \$1 per cwt.; large cod, \$2.50; market cod, \$1.75 to \$1.80; hake, \$1.25 to \$2; pollock, \$1.50 to \$1.60; swordfish, 10 cts. per lb.

#### NEW STEAM TRAWLER FOAM.

Ready for Launching at Quincy Tomorrow Forenoon.

Everything is in readiness for the launching at Quincy tomorrow of the new steam trawler Foam, which when completed will run to the local market. The launching ceremony will occur at 9 a. m.

The Foam, which is built from American designs, will resemble the Spray in general appearance, but she will be much faster. The Spray makes a speed of 10 to 12 knots. The Foam is 117 feet on the waterline, or 10 feet shorter than the Spray, and will have triple expansion engines capable of developing a horsepower of 450. She will have a two furnace Scotch boiler. A crew of 19 will be carried.

#### Sighted School of Sharks.

Hundreds of sharks were sighted off Nantucket Sunday by the officers of the United Fruit company's steamship Esparta, which arrived at Boston Monday morning from Port Limon, Costa Rica. Capt. Glenn said there must have been between 200 and 300, and they were lying motionless until the Esparta steamed through the school, and then they scattered in all directions.

#### Good Stock.

Capt. Jeffrey Thomas of sch. Cynthia which abandoned mackerel seining and went shacking, arrived home last week with a big fare of 200,000 pounds which realized a stock of \$4550, while the crew shared \$101.53 each. This is one of the best shack trips made in a long time.



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# EWART CONTINUED ARGUMENT ON LINE OF THREE MILE LIMIT

## Claimed United States Presented Abandoned Claims.

## Held Treaty Referred to Geographical Bays Only.

(From our Special Correspondent.)

Continuing his argument on question five submitted to the Hague tribunal relative to the question from where the three mile limit should be measured in the case of bays exceeding six miles in width, John S. Ewart, king's counsellor, said that in 1877 it became necessary for the United States to formulate some construction with reference to the treaty of 1818 and try to prove in some way that three miles from a bay did not mean three miles from a bay.

This was necessary, he said, because of the proceedings at Halifax, in order to ascertain the amount of compensation that was to be paid by the United States to Great Britain. And the United States wished to argue that they had a right to all these bays with the exception of three miles from the shore, without the benefit of the treaty of 1818; that they had had that before, and therefore that they should not have to pay for that water in the bays situated outside of the three miles.

It became necessary for them, therefore, to formulate some argument or position upon which they could support that contention. They had all the difficulties of this fishermen's theory, natural difficulties, and difficulties because of Mr. Everett's concession and Mr. Webster's opinion was against them. But still they had to do something. And they abandoned the fishermen's idea and took up the territorial idea—the international idea.

Of course the first objection to the fisherman's idea is that it absolutely contradicts the treaty; that the treaty does not say three miles from the shores of the bays, but three miles from the bays and the only argument that, prior to the time at which the United States had to say something new, had been advanced in support of it was that flimsy idea constructed upon the shelter theory. They took the words of the treaty, and said that the proviso clause admitted American fishermen to "enter such bays or harbors for the purpose of shelter and repairing damages or purchasing wood and obtaining water."

### United States Claim Was a Desperation Argument.

The argument is based upon the use of the words "such bays or harbors for the purpose of shelter," etc., and they said that the bays which had been renounced were of the same character as those bays which might be entered from the use of the word "such"; and therefore the bays that were renounced were only such bays as would afford shelter, facilities for repairing damages, and obtaining water. That argument, the Tribunal will find, has been put forward on various occasions by Mr. Everett by Senator Cass, by Senator Davis, by Sabine—who, by the bye, never heard of territoriality—and finally by Mr. Webster.

If these men had only had this territorial idea, they would not have had recourse to this shelter argument, which Mr. Ewart called a desperation argument. He believed in France they call it a faute de mieux. In Canada they called it a desperation argument, because it is merely the outcome of desperation. There is very little else to be said for it.

The great difficulty of course, is that if a bay must have all those four qualifications, you are going to prevent a great many six-mile bays from qualifying as bays; because you will see that the bay must be a place where shelter is to be had, and some six-mile bays will not give that any more than larger bays. It depends altogether upon the depth, and the way the wind is blowing. It must be a place where damages may be repaired, it must be a place where wood may be purchased, and therefore there must be at least one man living there; and there are lots of bays where there are no people living; and it must be a place where water may be obtained. That, of course, means fresh water, and there are lots of bays where there is no fresh water. And if it is said that Mr. Webster did not mean that it must be a place where all these four things may be combined, but a place where any one of them may be obtained, then every bay on those coasts will qualify as a bay; every one of them. Every one of them has one of those qualifications. Very few of them, perhaps, have all four.

### Some things in Favor of Fishermen's Theory.

This fishermen's theory, though, had something that could be said in its favor, and that was that in the correspondence and in other places could be found phrases in which people spoke of "three miles from the shore." Lord Bathurst said he used that expression and a number of places are quoted by the United States in which the expression is "three miles from the shore." That was something, at all events. It was very little, because it was a mere phrase, used for the purpose of brevity, as one of the United States officials, Mr. Fish himself, said afterwards, when he used it himself. It is a

mere phrase, used for the purpose of brevity, and signifies nothing upon which can be placed an argument. But there was, at all events, that much—something upon which you could argue that the British government had admitted that United States fishermen could go within three miles of the shore.

### Claims United States Abandoned Fishermen Theory.

That was not sufficient, however, and when the United States were drawing a statement of their position for the Halifax commission, they did not think, evidently, that that argument was enough; and they abandoned the fishermen's theory, and took up the territorial view.

The territorial view, of course, is one in which the fishermen's idea has no place. When you come to the territorial view, you are not at all interested in whether the three-mile line under the fishermen's idea follows the sinuosities of the coast. You are now agreeing that it does not. You are agreeing that it follows the coast where it is unintended, and that it cuts across territorial bays where there are such. And so it is quite contradictory of the fishermen's theory.

The fishermen's theory has got nothing to do with territoriality. You merely follow the coast, territorial or non-territorial; it does not make the slightest difference. Wherever you are three miles from the coast, there you cannot fish, and wherever it is outside of that distance from the coast, you can.

You take up the other idea, territoriality, and you get away from the fishermen's construction of the treaty altogether. The question is then: "Where is the territorial bay?" Wherever you get it, cut across it. You do not fathom the sinuosities of the coast, according to the fishermen's idea.

So the United States draftsmen of the Halifax proceedings abandoned the fishermen's idea, and they took up the territoriality idea.

### Territorial Bay Theory Complicated With Difficulties.

The United States had abandoned an unsustainable theory because it was unsustainable; and they took up one which, to my mind, sirs, is complicated with difficulties far greater than those that attend the fishermen's theory; because, in the fishermen's theory, you are only confronted with one point—the construction of the treaty: "Does the three-mile line follow the sinuosities of the coast, or does it cut across the bays?" There is merely one question—the construction of the treaty. Of course, the construction of the treaty is terribly against that contention; but you are only bothered with one point.

The territorial theory, however, has to meet these two great difficulties: In the first place, that when the treaty spoke of a bay, it meant a territorial bay. That is rather formidable—something before which counsel might very well hesitate—that when it speaks of a bay you must write in there "territorial"; when it says "any bay" you must strike out "any" and put in "territorial." And that is difficult.

But that is not their only difficulty. Their other difficulty was that, according to international law, a territorial bay could not be more than six miles wide.

The United States took the position not as Mr. Warren does now, but as the United States did at Halifax, and as the United States does in its printed argument, that where there are bays not more than six miles wide at the "entrance," the word is at the "mouth" in the Halifax proceedings, at the "entrance" in the United States argument, then you draw a line across them, all larger bays are open sea; and you go down them you may find the same shaped body of water at the end, that you would on the coast, but that is not a bay. That was one great practical difficulty.

### Plan Would Give Great Britain Non-Territorial Water.

Then another objection to this Halifax idea, as I may speak of it shortly, was, that according to Mr. Warren's submission, it would really give Great Britain water that was non-territorial. I do not agree to that, but that is Mr. Warren's contention. And, after all, as the United States argument itself puts it, it was a rule of thumb, not a rule of international law, not a legal construction of the words of the treaty, the United States argument does not speak of it as such, it speaks of it as a rule of thumb. I did not know what that meant until Mr. Warren explained the difficulties of the "triangle" and the great trouble the United States fishermen would have telling exactly where this apex was and where the curves of the two sides of the water were precisely located.

Now, sirs, these were the two positions that had been taken by the United States when they came to put in their first document in the present proceeding. They had the old "fishermen" idea which had been raised by the fishermen, adopted by the United States, abandoned by Mr. Ewart, discarded by Mr. Webster; and, they had this territorial idea that had been put forward in the Halifax proceeding; and had also, I forgot to mention, been adopted in the United States senate report.

### Counsel Misled as to United States Position.

It is interesting to see what the United States did as between these two conflicting positions, when they formulated their case. Looking over the history of what had occurred, and observing that this "fishermen" idea had really been discarded by Mr. Ewart, and that the United States had, as the United States formulated the territorial idea in the Halifax proceedings, we thought that was going to be their position in the present case, and we quoted it in our case as indicating the position of the United States. We quoted the statement that I have read from the Halifax proceeding we quoted an extract from the report of the senate committee.

And, we went on to attack the two positions involved, namely, whether the treaty can be read as meaning "territorial bays," and secondly, whether "territorial bays" are only six mile bays.

All our work seemed to be wasted, because when the United States case came in we found that they were away back to the abandoned "fishermen" idea.

So that if the tribunal answers the question as the United States requested in its case, that is the "fishermen" theory, and not at all the theory advanced in its printed argument, or the theory advanced by Mr. Warren.

Now, they supported this contention, as one would have thought they would have supported it. They said, why, the British government has always agreed to this. Well, it was not at all probable that the British government had ever agreed to that theory, that theory which is so plainly contradictory of the treaty, but they were able to quote some of these detached phrases in some of the letters about "three miles from the coast." Lord Bathurst had said something about three miles from the coast. We of course were very much surprised at that reversion of the "fishermen" idea, but in our counter-case we attacked this new idea, new idea as far as the pleadings are concerned, although a very old one as we now know.

### Mr. Warren's Contention of What Makes a Bay.

Mr. Warren's contention is that wherever, coming from the opposite direction, the coast narrows down to six miles, you draw a line across the water at that point and measure three miles from that. But Mr. Warren must make a distinction. Supposing that these coast lines are coming from opposite directions, not into a bay, but are coming into something of a curvature, more or less shallow, of the shore, and they, of course, come to a place where it is only six miles across; Mr. Warren would have to draw a line across the curvature because he would say that it was not a bay. Wherever you go down into a bay—and he spoke of it in that way—when it narrows to six miles you draw the line across; so that, in order to find where you are going to draw this line across you must first find whether it is a bay or not. If you find that it is a bay there is an end to the enquiry as far as the tribunal is concerned because the question is: What is a bay?

How is Mr. Warren to decide what is a bay? He looks at the map and he says: You go down this bay and wherever you come to a place where it is only six miles across you draw a line. How does he know it is a bay? He looks at the map and he finds something on the map which is not a bay, which is a curvature, and he says: Draw a line there. Why?—because it is not a bay. But he has to say first whether it is a bay or not. If it is a bay he draws his line and if it is not he does not. So, I say that in order to ascertain whether he is to draw his line or not, he has to decide the question which we have at issue. Not merely that, but a still further difficulty confronts Mr. Warren's new theory and it is that he divides bays into parts and he says that one end is a bay and the other is not. For instance, take the Bay of Chaleur. I had always called the Bay of Chaleur, the Bay of Chaleur, but Mr. Warren says no, it is not the Bay of Chaleur until you come to six miles from the other end; then it is a bay, and being a bay, you draw your six-mile line across it. The construction of the treaty according to that theory, is that you do not draw a line three miles from the bay, but you draw a line from three miles from parts of the bay. If that is what the negotiators meant, I am inclined to think that there would have been some traces of it in the language which they employed to express their idea.



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## TWO FISH FARES AT THIS PORT.

### Shacker and Dory Handliner Have Good Fares.

The receipts of fish at this port this morning are confined to two fares of fresh and salt fish.

Sch. Lizzie M. Stanley of the shacking fleet has a fine fare of 120,000 pounds of fresh mixed fish and 40,000 pounds of salt fish and sch. Mary A. Gleason from deck handlining, has 50,000 lbs. salt cod.

As there are a number of others due their arrival may be expected at any time and doubtless during the day.

Sch. Mildred V. Nunan arrived just before noon from LaHave bank with 100,000 pounds of fresh fish.

The arrivals and receipts in detail are:

#### Today's Arrivals and Receipts.

Sch. Lizzie M. Stanley, Quero Bank, 120,000 lbs. fresh mixed fish, 40,000 lbs. salt fish.

Sch. Mary A. Gleason, Western Bank, 50,000 lbs. salt cod.

Sch. Preceptor via Portland.

Sch. Etta Mildred, via Boston.

Steamer Bessie M. Dugan, via Boston.

Sch. Appomattox, via Boston.

Sch. Edith Silveira, via Boston.

Sch. Mildred V. Nunan, LaHave Bank, 100,000 lbs. fresh fish.

#### Vessels Sailed.

Sch. Frances P. Mesquita haddock-ing.

Sch. Clara G. Silva, haddock-ing.

Sch. Aspinet, haddock-ing.

Sch. Volant, drifting.

Sch. Olympia, drifting.

Sch. George Campbell, drifting.

Sch. Arethusia, drifting.

Sch. Victor and Ethan, Boston.

Sch. Alice, Boston.

Sch. Rita A. Viator, shore.

Sch. M. Madeleine, shore.

Sch. Mystery, halibuting.

Sch. Ingomar, shacking.

Sch. Cecil H. Low, shacking.

Sch. Monarch, North Bay, seining.

#### Today's Fish Market.

Fresh halibut, 8 cts. per lb, for gray, heads off.

Handline Georges cod, large, \$4 per cwt.; medium, \$3.37½.

Trawl Georges cod, large, \$3.75 per cwt.; medium, \$3.25.

Trawl bank cod, large, \$3.35 per cwt.; medium, \$3.

Drift Georges cod, large, \$3.75 per cwt.; medium, \$3.37½.

Outside sales of Bench cod, \$3.75 for large and \$3.50 for medium.

Salt cusk, large, \$2.50 per cwt.; medium, \$2.

Salt haddock, \$1.25 per cwt.

Salt hake, \$1.25 per cwt.

Salt pollock, \$1.25 per cwt.

Dory handline cod, large, \$3.75 per cwt.; medium, \$3.37 1-2.

Splitting prices for fresh fish:

Western cod, large, \$2.25 per cwt.; medium, \$1.75.

Eastern cod, large, \$1.90 per cwt.; medium, \$1.55; snappers, 60 cts.

Western Bank cod, large \$2.12 1-2 per cwt.; medium, \$1.65.

Cusk, large, \$1.60 per cwt.; medium, \$1.20; snappers, 50 cts.

Haddock, \$1 per cwt.; hake, \$1.05 per cwt.; dressed pollock, 75 cts. per cwt.; round pollock, 70 cts. per cwt.

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#### Newport Arrivals.

Sch. Katie, 17 swordfish.

Sch. Annie Hamilton, 5 swordfish.

Sch. A. P. Parkhurst, 3 swordfish.

Sch. Freedom, 1700 mackerel, 1 swordfish.

Sloop Alice, 1600 bullseye mackerel.

Sloop Catspaw, 1200 bullseye mackerel.

#### Fishing Fleet Movements.

Schs. Catherine D. Enos and Stranger, engaged in swordfishing, arrived at Liverpool, N. S., last Saturday and cleared for the fishing grounds.

The Lunenburg, N. S., schs. Eva June, Nicola and Wataga arrived at Canso last Saturday, from a second trip with 1200 quintals each of salt cod.

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#### FISHES NOT COLOR BLIND.

Dr. Bower of the Naples zoological station publishes elaborate statistics showing that fishes are not color blind. This was discovered by the food thrown to the fish. When white and colored was thrown into the basin, the colored food was always snapped up first. Some fish used for food were colored red and filled with offal. The fish only snapped them up once, then spit them out and afterwards would not touch them again.

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#### Good Trip.

Sch. Lizzie M. Stanley, Capt. George Nelson, which discontinued seining a few weeks ago, and fitted for a shacking trip, arrived here today with a fine fare of 160,000 pounds of salt and fresh fish, after being absent but three weeks. Capt. Larkin is a good fisherman and his new start has commenced well.

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## TRIPS SCARCE AT BOSTON.

### But Stocks on Hand Held Prices Down.

Although the receipts of fish are light at T wharf today, prices are low. Only a half dozen vessels have arrived since yesterday and among them is the steam trawler Spray, which has been out but three days, with another good fare, mostly haddock, which is the leading ground fish on call at the present time.

The remainder of the week will see but few arrivals for the greater portion of the fleet have been in first of the week.

There were so many fishing vessels at T wharf yesterday morning that to give a fair chance to all to get fish out quickly as soon as the schooners unloaded they were towed to berths off the end of the wharf or to other wharves nearby. Besides many of the vessels that came in Tuesday, and were still waiting for bait and ice, there were 28 new arrivals during the night and yesterday. In the vessels were 1,033,000 pounds of ground fish, including 444,000 pounds of haddock, 382,000 pounds of cod, 76,000 pounds of pollock, 108,000 pounds of hake and 18,000 pounds of cusk.

The fares and prices in detail this morning are:

#### Boston Arrivals.

Sch. Belhina P. Domingoes, 25,000 haddock, 15,000 cod.

Steamer Spray, 37,000 haddock, 3000 cod, 1000 hake.

Sch. Ethel B. Penney, 2000 haddock, 30,000 cod.

Sch. Mary T. Fallon, 20,000 haddock, 1000 cod.

Sch. Eva Belle, 31 swordfish.

Sch. Oliver F. Kilham, 18,000 cod.

Haddock, \$1.15 to \$1.75 per cwt.; large cod, \$2 to \$2.50; market cod, \$1.70 to \$1.90; hake, \$2; pollock, \$2; swordfish, 10 cts. per lb.

#### WHY THE WHALES?

### Many Wonder Why So Many Are Off the Coast These Days.

Why the whales? That is the question many people are asking these days. There are whales off the coast, hundreds of them it would seem judging from the reports that have been brought into this city. They have been thicker this summer than ever before and big schools of them have been seen in the waters from Cape Cod to Boon island. Fully 50 have been counted at various times by officers on the New York steamers coming into this port.

Those people who have an opinion to express in regard to the presence of the whales say there must be some kind of fish in the waters in large numbers that have attracted them. It may be herring, or squid, or smelts, or something else, but anyway, the opinion is advanced that these fish have brought the whales to this vicinity and the leviathans are enjoying the feast of their lives.

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## FOUR FISH FARES AT THIS PORT.

### Two Direct From Banks and Two Via Boston.

Four fares of fish are at this port today, one of fresh halibut and two via Boston, sch. Mary Decosta with 75,000 pounds of mixed fish and sch. Flavilla with 65,000 pounds mixed fish. Sch. Paragon with 20,000 pounds of halibut and 15,000 pounds of salt and fresh mixed fish. And sch. Metamora from Quero with 155,000 pounds of fresh mixed fish.

It was expected that some of the shackers would be in, but such is not the case. There are a number due who are likely to arrive at any time.

The arrivals and receipts in detail are

#### Today's Arrivals and Receipts.

Sch. Mary Decosta, via Boston, 75,000 lbs. fresh mixed fish.

Sch. Flavilla, via Boston, 65,000 lbs. fresh mixed fish.

Sch. Paragon, Quero Bank, 20,000 lbs. halibut, 15,000 lbs fresh and salt mixed fish.

Sch. Metamora, Quero Bank, 155,000 lbs. fresh mixed fish.

#### Vessels Sailed.

Sch. Mabelle E. Leavitt, swordfish-ing.

Sch. W. H. Reed, swordfishing.

Sch. Mineola, swordfishing.

Sch. A. C. Newhall, swordfishing.

Sch. Rose Standish, swordfishing.

Sch. Constellation, shore, seining.

Sch. Catherine Burke, halibuting.

Sch. Charles A. Dyer, shore.

Sch. Emily Sears, shore.

Sch. Alice R. Lawson, droy handlin-ing.

Sch. Thalia, haddock-ing.

Sch. Lillian, shacking.

Sch. Elmer E. Gray, shacking.

Sch. Speculator, haddock-ing.

#### Today's Fish Market.

Fresh halibut, 8 cts. per lb, for gray, heads off.

Handline Georges cod, large, \$4 per cwt.; medium, \$3.37½.

Trawl Georges cod, large, \$3.75 per cwt.; medium, \$3.25.

Trawl bank cod, large, \$3.35 per cwt.; medium, \$3.

Drift Georges cod, large, \$3.75 per cwt.; medium, \$3.37½.

Outside sales of Bench cod, \$3.75 for large and \$3.50 for medium.

Salt cusk, large, \$2.50 per cwt.; medium, \$2.

Salt haddock, \$1.25 per cwt.

Salt hake, \$1.25 per cwt.

Salt pollock, \$1.25 per cwt.

Dory handline cod, large, \$3.75 per cwt.; medium, \$3.37 1-2.

Splitting prices for fresh fish:

Western cod, large, \$2.25 per cwt.; medium, \$1.75.

Eastern cod, large, \$1.90 per cwt.; medium, \$1.55; snappers, 60 cts.

Western Bank cod, large \$2.12 1-2 per cwt.; medium, \$1.65.

Cusk, large, \$1.60 per cwt.; medium, \$1.20; snappers, 50 cts.

Haddock, \$1 per cwt.; hake, \$1.05 per cwt.; dressed pollock, 75 cts. per cwt.; round pollock, 70 cts. per cwt.

August 18.

#### Sch. Esther Gray Broke Rudder.

Sch. Esther Gray, which arrived at Boston yesterday with 62 swordfish, has made three trips, and including yesterday's stock has earned for her owners \$3200. She had a disagreeable experience on her last trip. She had gone to the southeast part of Brown's bank after swordfish, and had taken 30 fish when her rudder broke, and she was worked into Yarmouth, N. S., for repairs, which consumed two days. She spent another week fishing after repairs were made.

#### New Sardine Plant.

The North Lubec Manufacturing & Canning Company has opened the new sardine plant at Rockland, Me. The factory is called the finest in the world. The main building is 61 by 201 feet in size, and two stories high. The wing is 30 by 41 feet. The buildings are constructed of re-enforced concrete and brick. The total cost is about \$40,000. There are now about \$5 on the pay roll. The sardine season extends from April 1 to December 1.